

## BIG FLEET OF RACERS READY.

### NEW YORK YACHT CLUB RENDEZVOUS FOR ANNUAL CRUISE.

More Than 100 Yachts Gather at Glen Cove and Today Start for the East-First Day's Racing Spoiled by Unpleasant Weather—Some Racers Not on Time.

The weather was not at all kind to the members of the New York Yacht Club yesterday. It was the day set for the rendezvous for the annual cruise, and for some weeks now the yachtsmen have been preparing for this event, and getting their boats ship-shape. The yachts are always shipshape, but for this cruise they must be absolutely perfect in appointments, and the rain and mist yesterday spoiled what would have been a splendid scene. Early in the morning the members of the New York Yacht Club gathered at the annual rendezvous at Glen Cove, and in the fleet was the flagship Columbia, owned by Commodore Frederick G. Bourne. It was a gloomy morning. Water laden clouds hung over the sky, and although there was a fair breeze, the weather was not the kind that makes a yachtsman at all enthusiastic. Yachtsmen are not fair weather sportsmen, though, and a fleet of boats ranging in size from the 70-footer Minnie to the 210-footer racing boat, were waiting at the point where the yachts were to be started for the races for the rendezvous cups. These races are arranged as a sort of entertainment for the yachtsmen who are gathered at the rendezvous. The inclement weather of the last few days had seriously interfered with the races getting ready, and some of the cracks were not on hand. The Yankee was still on the drydock. The Elmina and several other boats were expected to arrive in the afternoon, but had been unable to complete their overhauling, and some of the other boats that were expected to start were unable to get to the line. Some of the boats were ready by nine o'clock, and the races were held in the afternoon.

The start was delayed in order to allow the racers to get to the harbor and it was after noon when the regatta committee—Oliver E. Crombie, chairman, and the Commodore, H. H. Plummer, on board the tug Chamberlain—signaled the courses. The wind was from the north and the boats were to start at 1:30 p.m. The first race was for the 70-footer class, and the boats were to start at 1:30 p.m. The second race was for the 100-footer class, and the boats were to start at 2:00 p.m. The third race was for the 150-footer class, and the boats were to start at 2:30 p.m. The fourth race was for the 210-footer class, and the boats were to start at 3:00 p.m. The fifth race was for the 250-footer class, and the boats were to start at 3:30 p.m. The sixth race was for the 300-footer class, and the boats were to start at 4:00 p.m. The seventh race was for the 350-footer class, and the boats were to start at 4:30 p.m. The eighth race was for the 400-footer class, and the boats were to start at 5:00 p.m. The ninth race was for the 450-footer class, and the boats were to start at 5:30 p.m. The tenth race was for the 500-footer class, and the boats were to start at 6:00 p.m. The eleventh race was for the 550-footer class, and the boats were to start at 6:30 p.m. The twelfth race was for the 600-footer class, and the boats were to start at 7:00 p.m. The thirteenth race was for the 650-footer class, and the boats were to start at 7:30 p.m. The fourteenth race was for the 700-footer class, and the boats were to start at 8:00 p.m. The fifteenth race was for the 750-footer class, and the boats were to start at 8:30 p.m. The sixteenth race was for the 800-footer class, and the boats were to start at 9:00 p.m. The seventeenth race was for the 850-footer class, and the boats were to start at 9:30 p.m. The eighteenth race was for the 900-footer class, and the boats were to start at 10:00 p.m. The nineteenth race was for the 950-footer class, and the boats were to start at 10:30 p.m. The twentieth race was for the 1000-footer class, and the boats were to start at 11:00 p.m.

The start was delayed in order to allow the racers to get to the harbor and it was after noon when the regatta committee—Oliver E. Crombie, chairman, and the Commodore, H. H. Plummer, on board the tug Chamberlain—signaled the courses. The wind was from the north and the boats were to start at 1:30 p.m. The first race was for the 70-footer class, and the boats were to start at 1:30 p.m. The second race was for the 100-footer class, and the boats were to start at 2:00 p.m. The third race was for the 150-footer class, and the boats were to start at 2:30 p.m. The fourth race was for the 210-footer class, and the boats were to start at 3:00 p.m. The fifth race was for the 250-footer class, and the boats were to start at 3:30 p.m. The sixth race was for the 300-footer class, and the boats were to start at 4:00 p.m. The seventh race was for the 350-footer class, and the boats were to start at 4:30 p.m. The eighth race was for the 400-footer class, and the boats were to start at 5:00 p.m. The ninth race was for the 450-footer class, and the boats were to start at 5:30 p.m. The tenth race was for the 500-footer class, and the boats were to start at 6:00 p.m. The eleventh race was for the 550-footer class, and the boats were to start at 6:30 p.m. The twelfth race was for the 600-footer class, and the boats were to start at 7:00 p.m. The thirteenth race was for the 650-footer class, and the boats were to start at 7:30 p.m. The fourteenth race was for the 700-footer class, and the boats were to start at 8:00 p.m. The fifteenth race was for the 750-footer class, and the boats were to start at 8:30 p.m. The sixteenth race was for the 800-footer class, and the boats were to start at 9:00 p.m. The seventeenth race was for the 850-footer class, and the boats were to start at 9:30 p.m. The eighteenth race was for the 900-footer class, and the boats were to start at 10:00 p.m. The nineteenth race was for the 950-footer class, and the boats were to start at 10:30 p.m. The twentieth race was for the 1000-footer class, and the boats were to start at 11:00 p.m.

The start was delayed in order to allow the racers to get to the harbor and it was after noon when the regatta committee—Oliver E. Crombie, chairman, and the Commodore, H. H. Plummer, on board the tug Chamberlain—signaled the courses. The wind was from the north and the boats were to start at 1:30 p.m. The first race was for the 70-footer class, and the boats were to start at 1:30 p.m. The second race was for the 100-footer class, and the boats were to start at 2:00 p.m. The third race was for the 150-footer class, and the boats were to start at 2:30 p.m. The fourth race was for the 210-footer class, and the boats were to start at 3:00 p.m. The fifth race was for the 250-footer class, and the boats were to start at 3:30 p.m. The sixth race was for the 300-footer class, and the boats were to start at 4:00 p.m. The seventh race was for the 350-footer class, and the boats were to start at 4:30 p.m. The eighth race was for the 400-footer class, and the boats were to start at 5:00 p.m. The ninth race was for the 450-footer class, and the boats were to start at 5:30 p.m. The tenth race was for the 500-footer class, and the boats were to start at 6:00 p.m. The eleventh race was for the 550-footer class, and the boats were to start at 6:30 p.m. The twelfth race was for the 600-footer class, and the boats were to start at 7:00 p.m. The thirteenth race was for the 650-footer class, and the boats were to start at 7:30 p.m. The fourteenth race was for the 700-footer class, and the boats were to start at 8:00 p.m. The fifteenth race was for the 750-footer class, and the boats were to start at 8:30 p.m. The sixteenth race was for the 800-footer class, and the boats were to start at 9:00 p.m. The seventeenth race was for the 850-footer class, and the boats were to start at 9:30 p.m. The eighteenth race was for the 900-footer class, and the boats were to start at 10:00 p.m. The nineteenth race was for the 950-footer class, and the boats were to start at 10:30 p.m. The twentieth race was for the 1000-footer class, and the boats were to start at 11:00 p.m.

The start was delayed in order to allow the racers to get to the harbor and it was after noon when the regatta committee—Oliver E. Crombie, chairman, and the Commodore, H. H. Plummer, on board the tug Chamberlain—signaled the courses. The wind was from the north and the boats were to start at 1:30 p.m. The first race was for the 70-footer class, and the boats were to start at 1:30 p.m. The second race was for the 100-footer class, and the boats were to start at 2:00 p.m. The third race was for the 150-footer class, and the boats were to start at 2:30 p.m. The fourth race was for the 210-footer class, and the boats were to start at 3:00 p.m. The fifth race was for the 250-footer class, and the boats were to start at 3:30 p.m. The sixth race was for the 300-footer class, and the boats were to start at 4:00 p.m. The seventh race was for the 350-footer class, and the boats were to start at 4:30 p.m. The eighth race was for the 400-footer class, and the boats were to start at 5:00 p.m. The ninth race was for the 450-footer class, and the boats were to start at 5:30 p.m. The tenth race was for the 500-footer class, and the boats were to start at 6:00 p.m. The eleventh race was for the 550-footer class, and the boats were to start at 6:30 p.m. The twelfth race was for the 600-footer class, and the boats were to start at 7:00 p.m. The thirteenth race was for the 650-footer class, and the boats were to start at 7:30 p.m. The fourteenth race was for the 700-footer class, and the boats were to start at 8:00 p.m. The fifteenth race was for the 750-footer class, and the boats were to start at 8:30 p.m. The sixteenth race was for the 800-footer class, and the boats were to start at 9:00 p.m. The seventeenth race was for the 850-footer class, and the boats were to start at 9:30 p.m. The eighteenth race was for the 900-footer class, and the boats were to start at 10:00 p.m. The nineteenth race was for the 950-footer class, and the boats were to start at 10:30 p.m. The twentieth race was for the 1000-footer class, and the boats were to start at 11:00 p.m.

The start was delayed in order to allow the racers to get to the harbor and it was after noon when the regatta committee—Oliver E. Crombie, chairman, and the Commodore, H. H. Plummer, on board the tug Chamberlain—signaled the courses. The wind was from the north and the boats were to start at 1:30 p.m. The first race was for the 70-footer class, and the boats were to start at 1:30 p.m. The second race was for the 100-footer class, and the boats were to start at 2:00 p.m. The third race was for the 150-footer class, and the boats were to start at 2:30 p.m. The fourth race was for the 210-footer class, and the boats were to start at 3:00 p.m. The fifth race was for the 250-footer class, and the boats were to start at 3:30 p.m. The sixth race was for the 300-footer class, and the boats were to start at 4:00 p.m. The seventh race was for the 350-footer class, and the boats were to start at 4:30 p.m. The eighth race was for the 400-footer class, and the boats were to start at 5:00 p.m. The ninth race was for the 450-footer class, and the boats were to start at 5:30 p.m. The tenth race was for the 500-footer class, and the boats were to start at 6:00 p.m. The eleventh race was for the 550-footer class, and the boats were to start at 6:30 p.m. The twelfth race was for the 600-footer class, and the boats were to start at 7:00 p.m. The thirteenth race was for the 650-footer class, and the boats were to start at 7:30 p.m. The fourteenth race was for the 700-footer class, and the boats were to start at 8:00 p.m. The fifteenth race was for the 750-footer class, and the boats were to start at 8:30 p.m. The sixteenth race was for the 800-footer class, and the boats were to start at 9:00 p.m. The seventeenth race was for the 850-footer class, and the boats were to start at 9:30 p.m. The eighteenth race was for the 900-footer class, and the boats were to start at 10:00 p.m. The nineteenth race was for the 950-footer class, and the boats were to start at 10:30 p.m. The twentieth race was for the 1000-footer class, and the boats were to start at 11:00 p.m.

## BETTER THAN HARLEM. NEARER THAN BRONX.

### FIVE CENTS AND A TROLLEY TO A HOME BY THE SEA.

**EAST ELMHURST N. Y. CITY.** PARK AND PIER LOT OWNERS. On the high hills at picturesque Flushing Bay, half hour from Herald Square. No more being expended for improvements means a sure, quick profit on purchase made NOW, prior to the increase in prices. COLONIAL COTTAGES, \$4,500. Mandans, \$5,000. TERMS MADE VERY EASY. NO CASH REQUIRED. EASY PAYMENTS. COMPANION IS CHALLENGED WITH EVERY OTHER TOWN. Our sales this past twelve months to superior class of home seekers and discriminating speculators have not been equalled. **SHALL WE TELL YOU WHY?** SEND POSTAL FOR CIRCULAR AND VISIT. **BANKERS' LOTS AND MORTGAGE CORPORATION, 387 Manhattan Ave., Brooklyn, N.Y.**

## CITY REAL ESTATE.

**Adrian G. Hegeman & Co.**

**REAL ESTATE,**

**170 Broadway.**

**Horace S. Ely & Co.**

**REAL ESTATE,**

**21 Liberty St. 27 W. 30th St.**

**THE REAL ESTATE MARKET.**

**GOOD LIST OF MISCELLANEOUS PRIVATE SALES.**

**Plot of Forty-two Lots in the Bronx Goes to New Operating Company for Improvement With Two-Family Houses—Downtown Elevator Plant in a Deal.**

Among the brokerage transactions reported yesterday was a sale of forty-two lots on Kingsbridge road, in the Bronx. The property will be improved by the erection of two family dwellings. Houses of this description are popular with both tenants and investors. They were formerly erected in considerable numbers in the Bronx. Since the opening of the rapid transit road, however, builders have turned their attention largely to the construction of five and six story flats. Land within five or ten minutes walking distance of that road has become too expensive to be used extensively for two-family houses. These are for the most part erected along and elevated systems of the rapid transit and the trolley lines connecting with the subway and elevated systems. The lots sold yesterday, in a district which eventually will be served by one of the subway extensions adopted by the Rapid Transit Commission. It is believed that when the new subway are completed construction work in the Bronx will be more generally directed toward the production of two-family dwellings than is now the case. Land with hardy right to build rapidly along the new lines is at all along the present road, and sites will no doubt be plentiful for inexpensive constructions within easy walking distance of direct subway transportation.

**Private Sales.**

**WEST WASHINGTON PLACE.**—William Oppenheim has bought from J. J. Joyce the Washington Square apartment building, a six-story building, at Nos. 22 to 30 West Washington place, on plot 1,294,4, containing the southeast corner of Sixth avenue.

**BRONX.**—The Columbia Board of Brokers has sold a tract of forty-two lots bounded by Second, Hill and Jefferson streets, and Kingsbridge road, to the Philadelphia and New York Construction Company, which will erect two-family houses.

**SEVENTEENTH STREET.**—Webster B. Mable has sold to McLaughlin & Stern, a four-story building, at Nos. 12 to 14 East Seventeenth street, a four-story dwelling altered for business, on lot 26,972.

**SEVENTY-EIGHTH STREET.**—Frederick H. Goldsmith has sold to Frederick H. Goldsmith, a four-story building, at Nos. 12 to 14 East Seventy-eighth street, a four-story dwelling altered for business, on lot 26,972.

**EIGHTY-EIGHTH STREET.**—Schneider & Bachrach have bought No. 208 East Eighty-eighth street, a five-story tenement, on lot 25,104.

**119TH STREET.**—Mandelbaum & Levine have bought from the Fisher and Connolly estate, a four-story building, at Nos. 12 to 14 East 119th street, a four-story dwelling altered for business, on lot 26,972.

**120TH STREET.**—P. A. Nabeling has sold to Abraham Markin to Mrs. Anna Rehmann No. 208 West 120th street, a five-story double flat, on lot 25,104.

**142D STREET.**—Dunbar & Brown have sold to Henry C. Carter the four-story American basement dwelling at No. 475 West 142d street, on lot 25,104.

**AMSTERDAM AVENUE.**—Thomas & Son have sold to August Brakenman the southeast corner of Amsterdam and 142d street, a five-story flat, on lot 24,110.

**FOURTH STREET.**—M. Lefkowitz has sold to the Real Estate Realty Company, a four-story building, at Nos. 12 to 14 East Fourth street, a four-story dwelling altered for business, on lot 26,972.

**21ST STREET.**—The Miral Realty and Construction Company has sold the southeast corner of 21st street and Second avenue, a five-story tenement, on lot 25,104.

**21ST STREET.**—The Miral Realty and Construction Company has sold the southeast corner of 21st street and Second avenue, a five-story tenement, on lot 25,104.

**21ST STREET.**—The Miral Realty and Construction Company has sold the southeast corner of 21st street and Second avenue, a five-story tenement, on lot 25,104.

**21ST STREET.**—The Miral Realty and Construction Company has sold the southeast corner of 21st street and Second avenue, a five-story tenement, on lot 25,104.

**21ST STREET.**—The Miral Realty and Construction Company has sold the southeast corner of 21st street and Second avenue, a five-story tenement, on lot 25,104.

**21ST STREET.**—The Miral Realty and Construction Company has sold the southeast corner of 21st street and Second avenue, a five-story tenement, on lot 25,104.

**21ST STREET.**—The Miral Realty and Construction Company has sold the southeast corner of 21st street and Second avenue, a five-story tenement, on lot 25,104.

**21ST STREET.**—The Miral Realty and Construction Company has sold the southeast corner of 21st street and Second avenue, a five-story tenement, on lot 25,104.

**21ST STREET.**—The Miral Realty and Construction Company has sold the southeast corner of 21st street and Second avenue, a five-story tenement, on lot 25,104.

**21ST STREET.**—The Miral Realty and Construction Company has sold the southeast corner of 21st street and Second avenue, a five-story tenement, on lot 25,104.

**21ST STREET.**—The Miral Realty and Construction Company has sold the southeast corner of 21st street and Second avenue, a five-story tenement, on lot 25,104.

**21ST STREET.**—The Miral Realty and Construction Company has sold the southeast corner of 21st street and Second avenue, a five-story tenement, on lot 25,104.

**21ST STREET.**—The Miral Realty and Construction Company has sold the southeast corner of 21st street and Second avenue, a five-story tenement, on lot 25,104.

**21ST STREET.**—The Miral Realty and Construction Company has sold the southeast corner of 21st street and Second avenue, a five-story tenement, on lot 25,104.

**21ST STREET.**—The Miral Realty and Construction Company has sold the southeast corner of 21st street and Second avenue, a five-story tenement, on lot 25,104.

**21ST STREET.**—The Miral Realty and Construction Company has sold the southeast corner of 21st street and Second avenue, a five-story tenement, on lot 25,104.

**21ST STREET.**—The Miral Realty and Construction Company has sold the southeast corner of 21st street and Second avenue, a five-story tenement, on lot 25,104.

**21ST STREET.**—The Miral Realty and Construction Company has sold the southeast corner of 21st street and Second avenue, a five-story tenement, on lot 25,104.

**21ST STREET.**—The Miral Realty and Construction Company has sold the southeast corner of 21st street and Second avenue, a five-story tenement, on lot 25,104.

**21ST STREET.**—The Miral Realty and Construction Company has sold the southeast corner of 21st street and Second avenue, a five-story tenement, on lot 25,104.

**21ST STREET.**—The Miral Realty and Construction Company has sold the southeast corner of 21st street and Second avenue, a five-story tenement, on lot 25,104.

**21ST STREET.**—The Miral Realty and Construction Company has sold the southeast corner of 21st street and Second avenue, a five-story tenement, on lot 25,104.

**21ST STREET.**—The Miral Realty and Construction Company has sold the southeast corner of 21st street and Second avenue, a five-story tenement, on lot 25,104.

**21ST STREET.**—The Miral Realty and Construction Company has sold the southeast corner of 21st street and Second avenue, a five-story tenement, on lot 25,104.

**21ST STREET.**—The Miral Realty and Construction Company has sold the southeast corner of 21st street and Second avenue, a five-story tenement, on lot 25,104.

**21ST STREET.**—The Miral Realty and Construction Company has sold the southeast corner of 21st street and Second avenue, a five-story tenement, on lot 25,104.

**21ST STREET.**—The Miral Realty and Construction Company has sold the southeast corner of 21st street and Second avenue, a five-story tenement, on lot 25,104.

**21ST STREET.**—The Miral Realty and Construction Company has sold the southeast corner of 21st street and Second avenue, a five-story tenement, on lot 25,104.

**21ST STREET.**—The Miral Realty and Construction Company has sold the southeast corner of 21st street and Second avenue, a five-story tenement, on lot 25,104.

**21ST STREET.**—The Miral Realty and Construction Company has sold the southeast corner of 21st street and Second avenue, a five-story tenement, on lot 25,104.

**21ST STREET.**—The Miral Realty and Construction Company has sold the southeast corner of 21st street and Second avenue, a five-story tenement, on lot 25,104.

**21ST STREET.**—The Miral Realty and Construction Company has sold the southeast corner of 21st street and Second avenue, a five-story tenement, on lot 25,104.

**21ST STREET.**—The Miral Realty and Construction Company has sold the southeast corner of 21st street and Second avenue, a five-story tenement, on lot 25,104.

**21ST STREET.**—The Miral Realty and Construction Company has sold the southeast corner of 21st street and Second avenue, a five-story tenement, on lot 25,104.

**21ST STREET.**—The Miral Realty and Construction Company has sold the southeast corner of 21st street and Second avenue, a five-story tenement, on lot 25,104.

**21ST STREET.**—The Miral Realty and Construction Company has sold the southeast corner of 21st street and Second avenue, a five-story tenement, on lot 25,104.

**21ST STREET.**—The Miral Realty and Construction Company has sold the southeast corner of 21st street and Second avenue, a five-story tenement, on lot 25,104.

**21ST STREET.**—The Miral Realty and Construction Company has sold the southeast corner of 21st street and Second avenue, a five-story tenement, on lot 25,104.

**21ST STREET.**—The Miral Realty and Construction Company has sold the southeast corner of 21st street and Second avenue, a five-story tenement, on lot 25,104.

**21ST STREET.**—The Miral Realty and Construction Company has sold the southeast corner of 21st street and Second avenue, a five-story tenement, on lot 25,104.

**21ST STREET.**—The Miral Realty and Construction Company has sold the southeast corner of 21st street and Second avenue, a five-story tenement, on lot 25,104.

**21ST STREET.**—The Miral Realty and Construction Company has sold the southeast corner of 21st street and Second avenue, a five-story tenement, on lot 25,104.

**21ST STREET.**—The Miral Realty and Construction Company has sold the southeast corner of 21st street and Second avenue, a five-story tenement, on lot 25,104.

**21ST STREET.**—The Miral Realty and Construction Company has sold the southeast corner of 21st street and Second avenue, a five-story tenement, on lot 25,104.

**21ST STREET.**—The Miral Realty and Construction Company has sold the southeast corner of 21st street and Second avenue, a five-story tenement, on lot 25,104.

**21ST STREET.**—The Miral Realty and Construction Company has sold the southeast corner of 21st street and Second avenue, a five-story tenement, on lot 25,104.

## CITY REAL ESTATE.

### BOROUGH OF QUEENS—SALE OR RENT.

**WOODHAVEN AVE.** Near Jamaica Ave. Telephone 286 Richmond Hill. **CITY REAL ESTATE.**

## BROOKLYN MANOR

**ENGELBART CONSTRUCTION CO.**

**WOODHAVEN AVE.** Near Jamaica Ave. Telephone 286 Richmond Hill.

**CITY REAL ESTATE.**

**AN ORGANIZATION**

**OF experts in the various departments of building construction, giving especial attention to electrical and mechanical—and offering its services as contractor to those who contemplate the erection of fireproof buildings, and who wish to be insured against unexpected increase of finished cost over preliminary estimates.**

**THOMPSON-STARRETT COMPANY,**

**51 WALL ST., NEW YORK.**

**Real Estate Titles**

**insured by this Company expeditiously and at reasonable cost. Its contract of insurance is broad and liberal, and absolutely protects the insured against loss by reason of taxes, assessments, defects and encumbrances and the expense of litigation.**

**CAPITAL AND SURPLUS \$9,000,000**

**Lawyers Title Insurance and Trust Company**

**37 Liberty St., Manhattan.**

**59 Liberty St., Manhattan.**

**38 Court St., Brooklyn.**

**THE**

**LAWYERS MORTGAGE CO**

**In the only Mortgage Company in New York which LIMITS THE AMOUNT OF ITS OUTSTANDING GUARANTEED MORTGAGES.**

**Capital & Surplus - \$4,000,000**

**Outstanding Guaranteed Mortgages, \$36,000,000**

**59 Liberty St.**

**(Chamber of Commerce).**

**4% 20-Year Mortgage-Bonds**

**Secured by First Mortgages on New York City Real Estate, deposited with the Guaranty Trust Co., Trustee.**

**Issued and for sale by The Mortgage-Bond Co. of N. Y.**

**Capital & Surplus, \$2,400,000**

**59 Liberty St.**

**J. ROMAINE BROWN & CO.**

**Brokers, Agents, Appraisers**

**NORTHEAST CORNER BROADWAY.**

**Washington Square, New York.**

**MORTGAGE LOANS.**

**WM. WINANS MOORE & CO., 45 Broadway.**

**BRYAN L. KENNEDY, REAL ESTATE, 7 FINE ST.**

**ABOVE 14TH ST., 8TH AV. TO NORTH RIVER.**

**WASHINGTON AND JEFFERSON**

**318 to 325 West 51st St.—Five and seven rooms, all modern, on premises, Alexander Wilson, 499 5th Ave. Telephone 281-5th St.**

**WASHINGTON AND JEFFERSON**

**318 to 325 West 51st St.—Five and seven rooms, all modern, on premises, Alexander Wilson, 499 5th Ave. Telephone 281-5th St.**

**WASHINGTON AND JEFFERSON**